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- 3. Technically, Estonian highways were divided into three categories:
  - (a) First class highways connecting major cities (county or district centers). Their total width was eight meters, with a six-meter travelled way and a one-meter shoulder on each side.
  - (b) Second class highways connecting smaller cities. These had a total width of six meters, with a 4.5 meter travelled way and shoulders 0.75 meters wide.
  - (c) Third class roads designed to handle local traffic. The above-mentioned widths were required for new roads or improved portions. In some cases the old roads were narrower than the class standards. Only the travelled ways were paved, the shoulders were gravelled. On gravel roads there was no surface difference between the travelled way and the shoulders, but base rock was provided on the travelled way only. First class roads were usually built on some embankment in wet areas, and therefore were better drained and more independent of weather conditions in the wet season.
- 4. The first class highway Tallinn-Marjamaa-Pirnu was a good, improved road. All of the crooked parts had been straightened and provided with base rock. From Tallinn to the turnoff for Haapsalu the road was made virtually straight, with a total width of ten meters, and a seven-meter travelled way (an exception). It had a bituminous macadam travelled way through Marjamaa and Jaagupi sic and for five kilometers on the approach to Parnu. (The straightened sections have not been so marked on the maps in "Esci Maanteede Kaart, 1938," an official book of Estonian road maps). The subsoil c: this road was good and there was some embankment on most of the road, which made snow removal easy.
- 5. The second class road Rapla-Marjaman had fairly good alignment from Rapla to Koikse sic, and had a cobble pavement. It was on a low embankment but was the narrow (less than six meters). From Koikse to Argita sic there was no embankment, it was too low in wet places, and it was difficult to make a cross slope the driveway. Therefore ruts showed up in the wet season, making it unfit for motor vehicles. Marjamae and Rapla were not large centers and therefore the road was of secondary importance.
- 6. Since Paldiski had been made into an important USSR naval and submarine base, a project was initiated in 1940 to replace the old narrow and crooked road to the town. The new road between Kella and Paldiski generally followed the old one but it had longer straight sections and smoother curves. From Keila east it generally followed the second class road and joined the Tallinn-Parnu highway at Jalgimae sic. The road was to have a seven-meter asphalt macadam travelled way on base rock, with 1.5 meter gravelled shoulders. The construction of the Jälmimae-Keila part was started in the spring of 1941 but was interrupted in July by World War II. Preliminary surveys were also made in 1940 for the extension

25X1 or this read from Julgimae to the Tallinn-Narva highway, thus avoiding Tallinn.
25X1

7. A preliminary survey was made in 1940 for the Tallinn-Johvi-Narva-Leningrad 25X1 highway

- 8. Main highways generally did not pass through swampy areas, but went around them on mineral soil. In exceptional cases the old roads had been built on higher embankments, the weight of which had compressed the swampy soil, or had pressed it away from under the embankment. On new parts of highways the swampy soil was replaced with mineral soil.
- 9. Estenian highways satisfied the requirements of light Estenian motor traffic. However, the situation changed in 1941 when the Germans occupied Estenia and the highways had to supply the northeastern part of the German front. The following roads were the principal supply routes:
  - (a) The old Czarist Russian army road from Pskov to Riga completed at the peginning of World War I. This road, which went through the southeastern corner of Estonia via Pankjavites 2sic/ and Mae Murati 2sic/, Latvia, was of no importance to

| ivitea Zaic and | which went<br>Mae Murati | through the southeaste sic, Latvia, was of | rn corner<br>no importance |
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| 25X1         | Estonia and was considered drawn traffic and was fairl macadam paving without base showed frost heaves and cra out interruption. It was paving, as were all military by the Germans, and was kep                                                                                            | y broad (more the rock. It was because the rovided with period in the rowing the rowing the rowing the rowing the rowing important himself.) | nan two lanes lcw in some p it served manent work ghways. It                                                      | ). It had water-bound aces and occasionally the German front with-                                                                        |
| 25X1<br>25X1 |                                                                                                                                                                                                                                                                                             | inantly gravelle<br>north of Lake I<br>Konju and Sillan                                                                                      | ed road which<br>eipus, between<br>de, near Nary                                                                  | was cleared in winter. n Ranna Lingerja and a Bay. Otherwise                                                                              |
|              | (c) The Talinn-Paide-Poltsan<br>dominantly gravelled and was<br>culties.                                                                                                                                                                                                                    | kept clear in                                                                                                                                | winter. Ther                                                                                                      | e were no major diffi-                                                                                                                    |
|              | (d) The Tallinn-Haapsalu fir out major difficulties.                                                                                                                                                                                                                                        | est class highwa                                                                                                                             | y. Also clea                                                                                                      | red in winter and with-                                                                                                                   |
|              | (e) The Risti Virtsu-Kuresas and without major difficulti winter went over the ice).                                                                                                                                                                                                        | es. (In summer                                                                                                                               | highway. Al<br>through traf                                                                                       | so cleared in winter<br>fic used ferries and in                                                                                           |
|              | (f) The Tallinn-Marjamaa-Pär<br>Riga second class highway.<br>The latter road passes throu                                                                                                                                                                                                  | Also cleared in                                                                                                                              | winter and w                                                                                                      | Uulu-Tahkuranna-Ikla-<br>ithout major difficulties.                                                                                       |
|              | The other Estonian highways Germans. They were used in there was heavy snow. Good it was not available, crushe maintenance work was in shor were able to handle above-aven the heaviest tanks, but most                                                                                     | the summer, but<br>gravel was avai<br>d rock replaced<br>t supply, but t<br>erage traffic l                                                  | were not cle<br>lable in most<br>it. Under t<br>hose gravel roads. Bridge                                         | parts of Estonia. Where<br>he Germans gasoline for<br>coads which were kept up                                                            |
|              | In general the maximum grade five per cent, but there were Estonia. The cross slope on and superelevation was provide generally considered satisfation twenty-four hours. On graceses six hundred tons. With struction and maintenance equations of the graders, trucks, snowplows, excess. | gravel roads we ded on sharp cut corry for a total view roads with a heavy traffic imment is neces                                           | as in the hill<br>as four per coves. Improve<br>al load of up<br>base rock this<br>a good-sized<br>asary, such as | ly southern part of<br>ent. Onesided slope<br>ed gravel roads were<br>to four hundred tons<br>is figure was in some<br>stock of road con- |
| . (          | catvian highways were general gravelled, with some water-bo (called prugi). Hard surface light traffic.                                                                                                                                                                                     | ound macadam (ca                                                                                                                             | lled some in                                                                                                      | and cobble naving                                                                                                                         |
|              | 25X1                                                                                                                                                                                                                                                                                        | - ena                                                                                                                                        |                                                                                                                   |                                                                                                                                           |
|              | 25X1                                                                                                                                                                                                                                                                                        |                                                                                                                                              |                                                                                                                   |                                                                                                                                           |
| ÷            | March & W                                                                                                                                                                                                                                                                                   |                                                                                                                                              |                                                                                                                   |                                                                                                                                           |
|              | CONFI                                                                                                                                                                                                                                                                                       | DENTIAL                                                                                                                                      | 25X1                                                                                                              |                                                                                                                                           |